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# Highways -

## A National Asset

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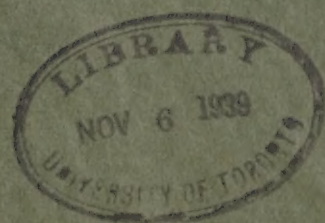
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*Brief of the Road Construction Industry*  
to  
**The Royal Commission on Transportation**  
in  
*The Province of Ontario*

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*Presented by*  
**The Ontario Road Builders' Association**  
*March, 1938*







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Toronto, March, 1938.

To the Chairman and Members

ROYAL COMMISSION ON TRANSPORTATION,  
PROVINCE OF ONTARIO.

Gentlemen:

We the Ontario Road Builders' Association beg to submit herewith for your consideration a Brief in connection with our Industry.

The Ontario Road Builders' Association was organized in Toronto in the year 1927 with an active membership of 17. The aims and objects of the Association are indicated in the attached copy of the Constitution and By-laws. There are now 80 active and associate members drawn from all parts of the Province. The active membership consists of highway and paving construction firms, a large percentage having been engaged in road building for the last thirty years, constructing pavements in Towns and Municipalities, and executing contracts under the Department of Highways of the Province of Ontario since the Provincial System of Highways was created in 1917. Many miles of roads have been built by this group in Counties and Townships during the same period. We believe it is a fair statement to say that at least 75% of the road work in Ontario during the last quarter of a century has been completed by members comprising the firms in the present Association. The modern plant investment of \$13,000,000, and the personnel and experience of this group qualify them exceptionally well to carry out economically and expeditiously any Highway or Paving work in the Province.

Clause 5 of the Order of Reference as amended by Order-in-Council empowers the Royal Commission on Transportation to investigate and report on the following:-

- (a) The annual cost of constructing, maintaining, and administering all public roads in the Province of Ontario.
- (b) The contributory cost direct or otherwise by the municipalities affected.





- (c) To what extent the cost of such public roads should be met by the owners and operators of motor vehicles.

Inasmuch as the foregoing is of vital importance to our industry the Directors felt they would be lacking in a sense of responsibility to the public and to their own membership, if the attention of the Association was not drawn to this investigation. An emergency meeting was called, and the Directors were instructed to prepare a brief for presentation to your Commission, which would indicate the magnitude of road building and its allied industries, and show to some degree the importance of the influence which highway development plays in the economic and social life of the Province.

A tabulation of the expenditures on highway construction in the Province of Ontario from 1927 to 1936 inclusive is shown in Exhibit "A". This clearly sets forth the importance and magnitude of our industry.

From a study of 300 highway contracts in 1937 involving an expenditure of \$18,000,000, it was deduced that 37¢ of every dollar went to direct labor. Studies by the Highway Department officials made in 1936 indicated that out of every \$1.00 spent in Highway jobs approximately 75¢ went to direct and indirect labor. (See Exhibit "A-1" and "A-2").

The last two decades have witnessed the growth of road building, particularly highway construction, from a minor into a major industry, the influence of which extends into the many ramifications of our economic and social structure.

Some of the beneficial influences which have followed the paving of highways in the Province are as follows:

1. Isolation has been removed to a very large degree. The farmers have been brought into closer individual contact with each other, with towns and villages and metropolitan centres. The week-end exodus of the City dweller to the Country is typical of the benefit derived by urban populations.
2. National resources such as our mineral and timber wealth, have had production stimulated by the construction of roads from mines and forests to the railways or to main highways. The roads in Northern Ontario typify this.





3. Social and intellectual standards have been raised by the free intercourse between communities, and by the exchange of new ideas and constructive thoughts.
4. Children in the rural sections have been given better transportation to rural schools for primary education, and the opportunities to attend the secondary schools in villages, towns and cities have been extended to a far higher degree.
5. Automobile construction has paralleled highway development and in most instances out-distanced road building. It is difficult to evaluate the economic benefits derived by the public from the operation of plants such as the automobile and its allied industries, and also those engaged in the manufacture of gasoline, oils, tires, automobile accessories, etc. Needless to say, these benefits are enormous and far-reaching.
6. The manufacture of materials for incorporation into the actual pavement structure requires large quarries, gravel pits, cement plants, oil refineries, asphalt plants, etc. Some idea of what these mean to the Province in the circulation of wages, employment, taxes, etc., is indicated to some extent in Exhibits "C-D-E".
7. The part played by road builders constructing the highways, and equipment companies supplying modern equipment for such work in the business life of Ontario is shown in Exhibits "B" and "F".
8. Building construction has received stimulation in the demand for new factories, new offices, new service stations, etc., from industries directly benefited by road building.
9. The various economies brought about by truck transport due to highway development will, undoubtedly, be brought out most thoroughly in the course of your investigation.
10. The tourist traffic of Canada for 1937 as shown in Exhibit "H" indicates the enormous revenue derived as a direct result of proper highway development. The United States with a population of 130,000,000 has 28,000,000 motor vehicles and of this number 4,500,000 entered Canada last year. Tourists from the United States spent \$280,000,000 in Canada, of which \$120,000,000 was Ontario's portion. With such a peace army on wheels ready to invade Canada each year, we must build roads better, safer and wider, if we are to capitalize on the natural beauty, resources and attractions of Ontario.
11. Railway revenue in Ontario is benefited to a very considerable degree by the construction of highways in the freight paid for the transportation of materials, and plant and equipment, as indicated in Exhibits "B", "C", "D", "E", "F", and "G", totalling in 1937, over \$2,640,000.

The above list of advantages following in the wake of highway development is far from complete but is sufficient to indicate the beneficial and widespread influence road building has had, and is having, in the social and economic life of the citizens of the Province.







Unfounded statements appear from time to time that highway construction has been overdone and that expenditures have been out of proportion to the advantages received; but we submit that the foregoing facts and figures prove that the reverse is true.

The great increase in volume of traffic, the speed limits now prevailing, and the public demand for increased safety, make a curtailment of highway development at the present stage a serious responsibility for those who undertake to set such limitation, particularly when road construction develops such substantial revenues as are derived from gas and license taxes paid by the users of the roads. In addition there are the benefits from the tourist trade, and the increase in trade and commerce from allied industries engaged to a greater or lesser degree in highway development.

This Association believes a well planned and well balanced highway program carried out from year to year will be a necessity for years to come.

H.C.W. Whitehurst, Director of Highways, Washington, D.C., former president of the American Road Builders' Association, stated that a well planned highway program must take cognizance of the following modernization factors, which apply equally well in Ontario.

1. Elimination of sharp grades and dangerous curves.
2. Super-elevation of curves with widening where necessary.
3. Widening of narrow highways which have become inadequate to carry safely and quickly the volume of traffic.
4. Construction of arterial highways through metropolitan areas, and by-pass highways around metropolitan districts.
5. Elimination of grade crossings.
6. Replacement of narrow bridges with a travelway at least as wide as the roadway.

To the above, we would add -

7. Sufficient illumination at night as an additional aid to safety.
8. Widening of shoulders.



Unfunded statements appear from time to time that highway construction has been overdone and that expenditures have been out of proportion to the advantages received but we submit that the foregoing facts and figures prove that the reverse is true.

The great increase in volume of traffic, the great increase in speed, and the public demand for increased safety, make a re-evaluation of highway development as the present stage a national responsibility for those who undertake to set such standards, particularly when road

construction develops such substantial revenues as are derived from gas and license taxes paid by the users of the roads. In addition there are the benefits from the tourist trade, and the increase in trade and commerce from allied industries are

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W.C.W. Whitcomb, Director of Highways, Washington, D.C., former president of the American Road Builders' Association, stated that a well planned highway program must take cognizance of the following considerations, which apply equally well to waterways.

1. Elimination of sharp grades and dangerous curves.
  2. Widening of narrow highways which have become unsafe.
  3. Widening of narrow highways which have become unsafe to carry safely and quickly the volume of traffic.
  4. Construction of arterial highways through metropolitan areas, and by-pass highways around metropolitan districts.
  5. Elimination of grade crossings.
  6. Replacement of narrow bridges with a freeway at least as wide as the roadway.
- To the above, we would add -
7. Careful elimination of right-of-way as an additional aid to safety.



9. Acceleration and deceleration lanes at intersections.
10. Dual or divided highways where necessary.
11. Adequate traffic signs and regulation.

Mr. Whitehurst further stated that a balanced highway program should include provision for the following activities:-

1. Extension of existing system where traffic justifies, including the filling in of all gaps in the primary system.
2. Modernization of existing conditions to insure safety and to adequately meet traffic requirements in an effort to relieve congestion.
3. Development of the secondary system consistent with traffic needs in an economical and sound manner.
4. Improvement of main thoroughfares.
5. Maintenance of all highways in such a manner as will prevent rapid deterioration and insure safe operating conditions.
6. A reasonable program of replacement such as conditions justify.
7. Construction of footways along main highways particularly in and near metropolitan areas.
8. Roadside beautifications to the extent of restoring natural beauty and preventing erosion.

To the above we might add -

9. Paths for cyclists in and near metropolitan areas.
10. Underpasses at school locations where traffic warrants such consideration.

The advance in highway development has been so rapid in the last decade that roads only ten and fifteen years old are to-day becoming inadequate to meet the demands of increased volume of traffic moving at higher speeds than originally contemplated. Greater traffic volume coupled with higher speed limits has greatly increased the hazards of driving. The continual modernization of old roads, and the construction of new highways is more necessary than ever before if the public safety on these arteries of our economic and social structure is to be maintained adequately.







The members of this Association desire to commend the personnel of the Ontario Highway Administration for the achievements in bringing the highway system to its present efficient state and the foresight being exhibited in coping with the ever increasing and changing problems of highway design, construction and administration.

The Ontario Road Builders' Association believes that an annual highway construction program along the lines indicated is justified from an economic viewpoint, and can be financed properly provided all highway revenues (gas and license taxes) are reserved solely for the maintenance, construction and administration of the highways - no diversion of such taxes to be permitted. Moreover a normal program each year is preferable to an excessive expenditure one year followed by a small disbursement the next year. Such variation in programs tend to unsettle industry. Moderate spending in prosperous periods, thereby building up reserves for similar moderate expenditures in lean years, have a stabilizing effect on industry and the employment of labor.

Profiting from past experience, and looking forward with breadth of vision to the future of road building, we cannot fail to recognize that modern highways properly maintained and supervised constitute a plant investment for the Province of Ontario which can be made not only self-supporting, but which will yield, in addition, tangible and intangible dividends, the true value of which can not be computed, but are to be recognized by the beneficial influences extended throughout the whole social and economic life of the Province.

Respectfully Submitted on behalf of

THE ONTARIO ROAD BUILDERS' ASSOCIATION.







EXHIBIT "A"

EXPENDITURES ON HIGHWAY CONSTRUCTION IN THE PROVINCE OF  
ONTARIO DURING THE TEN YEAR PERIOD 1927 - 1936.

<u>Year</u>	<u>Construction Expenditure</u>
1927	\$17,439,563
1928	22,853,434
1929	26,595,746
1930	28,841,385
1931	31,433,491
1932	13,811,276
1933	29,705,649
1934	23,845,360
1935	19,489,825
1936	12,480,691

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DIRECT LABOUR'S SHARE

A careful analysis of Highway Construction contracts in 1937 in the Province of Ontario covering \$18,000,000.00 expenditure, spread over 74 construction companies, reveals that for every dollar expended on Highway Construction at least thirty-seven cents goes to direct labour actually employed on the work by the contractor.

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INDIRECT LABOUR'S SHARE

The Department of Public Highways of Ontario has made an examination of the labour content on paving contracts in Ontario.

The results show that from every dollar spent on highway paving, approximately seventy-five cents goes to direct or indirect labour.

See Exhibit "A-1"

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EXHIBIT "A" (Continued)

-2-

An Economic and Statistical Analysis of Highway Construction Expenditures by the United States Bureau of Public Roads shows:-

"That for each person employed directly on highway jobs, approximately 1.7 persons are employed indirectly in industries furnishing materials, equipment, supplies and services."

See Exhibit "A-2"

..0..





EXHIBIT "A-1"

C O P Y

Ontario

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Department of Highways

Toronto,  
April 14th,  
1936.

Messrs. Ontario Road Builders' Association,  
47 Wellington St. East,  
Toronto.

Dear Sirs:

We beg to advise that this Department has made a careful examination of the labor content of concrete paving contracts covering the period from 1928 to 1932 inclusive.

The result of this examination as shown on attached tables proves that from every dollar spent on highway paving, approximately seventy-five cents goes to direct or indirect labor.

Yours truly,

W. A. MacLachlan  
Assistant Engineer.

WAM/R.





EXHIBIT "A-1" (Continued)

-2-

Distribution of \$1,000.00 paid out by the Department of  
Highways of Ontario on Concrete Pavement Contracts.

Distribution of \$1,000 on average of concrete pavement  
contracts 1928 to 1932.

Table 1.

1 Labor	160	
2 Steel & Joints	66	
3 Cement	390	
4 Aggregates	190	
5 Equipment	92	
6 Plant Installation	20	
7 Bonding & Insurance	7	
8 Profit	<u>75</u>	\$1,000

After distribution of items #2 to #8 inclusive in Table I

Table II.

1 Labour (Wages & Salaries)	390	
2 Freight (Final Breakdown)	280	
3 Material & Supplies, Fuel, Rents, Interest, Taxes, Depreciation & Repairs, Depletion, Profit, etc.	<u>330</u>	\$1,000

After distribution of Freight in Table II

Table III.

1 Wages & Salaries	510	
2 Materials & Supplies, Fuel, Interest, De- preciation, Profit, etc.	<u>490</u>	\$1,000

After distribution of Fuel Costs, Depreciation, Costs  
of Repairs, Materials, Supplies and Taxes in Table III

Table IV

1 Wages & Salaries	745	
2 Interest, Rents, Profit, Reserve for Depletion	<u>255</u>	\$1,000





EXHIBIT "A-2"

An Economic and Statistical Analysis of Highway-  
Construction Expenditures by the United States Bureau of Public  
Roads in its Bulletin issued June 1935, states as follows:

"That an annual highway expenditure of \$100,000,000 results in an average annual employment on the highway work and in industry of approximately 102,690 persons, continuously employed for 12 months at an average annual cost of approximately \$970. per person employed. For each of the 37,960 persons employed directly on highway construction projects, approximately 1.71 names of individuals appear on project pay rolls."

"That for each person employed directly on highway jobs, approximately 1.7 persons are employed indirectly in industries furnishing materials, equipment, supplies, and services."

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EXHIBIT "B"

EXPENDITURES BY 74 CONTRACTORS ON HIGHWAY CONTRACTS IN  
ONTARIO IN 1937 -- CLASSIFIED UNDER WAGES, WORKMEN'S  
COMPENSATION, SUPPLIES, FREIGHT AND TAXES.

Wages .....	\$7,381,573.00
	21,000,000 Man hours
Workmen's Compensation .....	\$ 288,041.00
Supplies .....	\$5,058,993.00
Taxes .....	\$ 771,857.00
Freight paid to Railways .....	\$ 514,043.00
Equipment Purchased .....	\$2,817,968.00

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PLANT INVESTMENT OF THE ABOVE 74 COMPANIES - \$13,000,000.00

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A very careful analysis of the compiled returns from these contractors showing their plant investment indicates that the figure submitted is a very conservative estimate of their actual expenditures.

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EXHIBIT "B" (Continued)

-2-

List of Highway Construction Companies of Ontario

Whose compiled returns make up this Report.

Agawa Construction Co. Ltd.	Sault Ste Marie
Aiken Innes & MacLachlan Ltd.	St. Catharines
Angus & Taylor Ltd.	North Bay
Barber Construction Company	Toronto
Bergman Construction Co. Limited	Kitchener
Bernardi Construction Co. Ltd.	Sault Ste Marie
Billie, C. V.	Smiths Falls
Bituminous Spraying & Contracting Co. Limited	Toronto
Blyth, R.A.	Toronto
Bond, R.H.	Kenora
Brazier, H.A. Construction Company	London
Brennan Paving Co. Limited	Hamilton
Carter-Halls-Aldinger Co. Ltd.	Toronto
Chambers McQuigge & McCaffrey Co. Limited	Toronto
Clark, H.J. Construction Co. Limited	Toronto
Coltrinari, Negusanti	Sudbury
Cornell, C. C. Construction Co.	Brantford
Cope A. & Sons Ltd.	Hamilton
Curran & Briggs Limited	Toronto
Dibblee Construction Co. Limited	Ottawa
Dominion Construction Corp. Limited	Toronto
Drury, W.C.	Arthur
Dufferin Paving & Crushed Stone Limited	Toronto
Frontenac Construction Co. Ltd.	Toronto
Godson Contracting Co. Limited	Toronto
Goldie Construction Co. Ltd.	Toronto
Grant Contracting Co. Limited	Toronto
Grant Geo. S. Construction Co. Limited	Ottawa
Hadley-McHaffie Construction Co. Limited	Hamilton
Hamilton Contracting Co. Limited	Hamilton
Harvey, W.H. & Company	Kingston
Henninger, M.G.	Smith's Falls
Hewitson Construction Co. Ltd.	Port Arthur
Holderoft Construction Co. Ltd.	Kingston
Honsberger Construction Co. Limited	Vineland
Industrial Construction Company	Windsor
Irvine, The Edgar Co. Limited	Alexandria
Johnson Bros., Company Limited	Brantford
Jupp, A.E. Construction Company Limited	Toronto
Keystone Contractors Limited	Windsor
Kilmer, Van Nostrand & Company	Toronto
King Paving Company Limited	Oakville
Law Construction Co. Limited	Toronto
Leitch Construction Company	Toronto
Lioni & Co. Ltd.	Toronto
Lothian, A.	Alexandria
McArthur Engineering & Construction Co.	Guelph
McCaw & McDonald	Kenora
McGinnis & O'Connor	Kingston
McGregor, R. H. Construction Co.	Toronto
McMurchy & Armstrong	Brampton
McNamara Construction Co. Limited	Toronto (Leaside)
Mackey, W. A.	Toronto
Maguire John Construction Co. Ltd.	Toronto
Malvern Construction Co.	Toronto
Martin, L.T., Ltd.	Ottawa
Municipal Road Spraying & Oiling Co. Ltd.	Toronto





EXHIBIT "B" (continued)

-3-

List of Highway Construction Companies of Ontario

Whose compiled returns make up this Report.

(continued)

Non-Skid Pavement Ltd.	Toronto
Paget, J.R.	Toronto
Patterson Paving Co. Ltd.	Toronto
Patterson Construction Co. Ltd.	Brampton
Peturrson, F.	Kenora
Quinte Construction Ltd.	Toronto
Rayner Construction Limited	Toronto (Leaside)
Roadbuilders Limited	Toronto
Routly Construction Co. Limited	Toronto
Russell Construction Co. Ltd.	Toronto
Ryan Contracting Co. Limited	Toronto
Scott, Jackson Ltd.	Toronto
Standard Paving Limited	Toronto
Sterling Construction Co. Ltd.	East Windsor
Storms Contracting Co. Limited	Toronto
Tomlinson Construction Co. Ltd.	Toronto
Towland Construction Co. Ltd.	London
Warren Bituminous Paving Co. Ltd.	Toronto
Wheeler Construction Co. Ltd.	Toronto
Wilford, F.R. & Co. Limited	Lindsay
Wainwright, J.E.	London
Yundt J. & Son	Stratford

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EXHIBIT "C"

TABULAR STATEMENT OF THE CRUSHED STONE AND GRAVEL  
PRODUCERS IN ONTARIO, OVER 10 YEAR PERIOD 1928-1937

Year	Wages	Employ- ees	Taxes	Electric Power	Supplies & Repairs	Production in Tons
1928	\$ 950,012.96	886	\$ 47,502.98	\$109,389.30	\$476,744.57	3,317,403
1929	1,158,929.38	1065	75,596.16	145,193.51	599,907.65	4,113,866
1930	1,040,220.02	944	65,293.16	116,425.13	514,122.82	3,865,541
1931	701,851.63	733	68,664.84	110,497.94	376,790.16	2,716,417
1932	349,316.34	461	56,812.06	87,246.81	166,928.15	1,166,978
1933	224,565.20	340	39,407.42	57,489.43	129,056.11	664,361
1934	323,674.10	487	46,870.38	54,580.36	209,860.42	1,094,533
1935	352,845.00	467	55,001.90	56,231.86	191,697.34	997,802
1936	440,507.37	528	74,761.20	81,717.19	267,948.93	1,507,264
1937	497,179.00	663	76,228.00	85,463.00	319,708.30	2,131,389
Total	\$6,039,101.00	6574	\$605,138.10	\$904,234.53	\$3,252,764.45	21,575,554
Annual Average	\$603,910.00	657	\$60,513.00	\$90,423.00	\$325,276.00	2,157,555
1,725,456 Man hours						

PLANT INVESTMENT of 10 firms reporting ---- \$5,517,121.00

Railroad

Revenue: From information obtained from producers 76% of the tonnage sold in 1937 was delivered by rail. With an average freight rate being in excess of 90 cents per ton, a revenue of \$1,457,870.00 may be estimated for the Railroads during the year 1937, due to crushed stone and gravel production.

Highway

Construction: In 1937 - 1,600,000 Tons of Gravel and Stone were shipped for Highway construction only. The railway freight of 90¢ per Ton on 76% of 1,600,000 Tons would amount to \$1,094,400.00.





EXHIBIT "C" (Continued)

List of Crushed Stone and Gravel Producers of Ontario

whose compiled returns make up this report.

Canada Crushed Stone Corporation Limited	Dundas Hagersville Puslinch
Queenston Quarries Limited	Niagara Falls
Coldwater Crushed Stone Limited	Coldwater
Conlin Sand & Gravel	Agincourt
Consolidated Sand & Gravel Limited	Paris Durham Waterford Fuller
Dufferin Paving & Crushed Stone Limited	Hagersville Kirkfield
Guelph Sand and Gravel Limited	Guelph
Haldimand Quarries Limited	Hagersville
Limestone Products Limited	Uthoff
Ontario Rock Company Limited	Havelock
Windmill Point Quarries Limited	Windmill Point





EXHIBIT "D"

TABULAR STATEMENT OF CEMENT COMPANIES IN ONTARIO  
CONCRETE PAVING OPERATIONS OVER 10 YEAR PERIOD 1928 - 1937

Year	Square Yards	Barrels	Freight	Direct & Indirect Labor
1928	2,588,945	957,910	\$ 478,955.00	\$ 766,328.00
1929	2,872,416	1,062,794	531,397.00	850,235.20
1930	2,593,850	959,725	479,862.50	767,780.00
1931	1,898,045	702,277	351,138.50	561,821.60
1932	780,323	288,719	144,359.50	230,975.20
1933	884,083	327,111	163,555.50	261,688.80
1934	1,862,327	689,061	344,530.50	551,248.80
1935	213,681	79,062	39,531.00	63,249.60
1936	800,000	423,000	211,500.00	338,400.00
1937	2,588,117	1,259,517	629,758.00	1,007,613.60
Total	17,081,787	6,749,176	\$3,374,587.50	\$5,399,340.80
Annual Average	1,708,178	674,917	\$337,458	\$539,934.00
				1,285,500 Man hours

Note: Direct and Indirect Labor includes all labor from  
Raw Materials to delivery of cement to project.





EXHIBIT "E"

COMPARATIVE STATEMENT OF ASPHALT USED BY THE DE-  
PARTMENT OF HIGHWAYS IN ONTARIO IN 1935, 1936 & 1937.

<u>Year</u>	<u>Solid Asphalt In Tons</u>	<u>Liquid Asphalt In Gallons</u>	<u>Fuel Oil In Gallons</u>	<u>Freight on Asphalt and Fuel Oil</u>
1935	4,000	950,000		
1936	16,000	1,100,000		
1937	41,160	3,281,679	558,409	\$190,768.00

The above figure of \$190,768.00 reflects to some extent the benefit which the Railways receive from the transportation of Asphalt and Fuel Oil only, for Road Building. Besides these commodities, large quantities of gasoline, oils and greases are used on which the additional freight charges would constitute a substantial amount.



EXHIBIT "F"

TABULAR STATEMENT OF 16 COMPANIES SUPPLYING  
EQUIPMENT FOR THE CONSTRUCTION OF HIGHWAYS  
IN ONTARIO DURING YEAR 1937.

Wages .....	\$ 487,869.80
	970,000 man hours
Taxes, Duty, etc. ....	\$ 395,794.00
Electric Power purchased .....	\$ 18,000.00
Value of Sales .....	\$4,225,099.00
Freight paid to Railways .....	\$ 211,670.00

..0..

The above figures have been compiled from  
returns submitted by 16 companies only,  
which represent a relatively small percent-  
age of the total number of firms engaged in  
such business.

..0..





EXHIBIT "F" (Continued)

-2-

Some of the Ontario Manufacturing and Equipment  
Companies who benefit by Highway Construction  
in Ontario.

Adams, J. D. Limited	Paris
Ballentine, W. L.	Toronto
Baxter, M.L.	Toronto
British American Oil Co. Ltd.	Toronto
Burlington Steel Co. Ltd.	Hamilton
Canada Cement Co. Limited	Toronto
Canada Ingot Iron Co. Limited	Guelph
Canada Bitumuls Co. Limited	Leaside
Canadian Fairbanks-Morse Co. Limited	Toronto
Canadian Industries Limited	Toronto
Canadian Ingersoll Rand Co.	Toronto
Colas Roads Limited	Toronto
Crothers, Geo. W. Ltd.	Leaside
Dominion Bridge Co. Ltd.	Toronto
Dominion Road Machinery Co. Limited	Goderich
Dominion Tar & Chemical Co. Ltd.	Toronto
General Supply Co. of Canada Ltd.	Ottawa
Godsall & Co. Ltd.	Toronto
Hepburn, John T. Ltd.	Toronto
Imperial Oil Limited	Toronto
Innes, J.S. Ltd.	Toronto
Koehring Company of Canada, Limited	Toronto
Link Belt Limited	Toronto
London Concrete Machinery Co. Limited	London
Metallic Roofing Co. Limited	Toronto
Mussens Limited	Toronto
Ontario Creosoting Co. Limited	Port Arthur
Pedlar People Limited, The	Oshawa
Purves, Robert T. & Company	Toronto
Rogers, Alfred Limited	Toronto
Sawyer-Massey Limited	Hamilton
Sheridan Equipment Co.	Leaside
Sorel Steel Foundries, Limited	Toronto
Steel Company of Canada Limited	Hamilton
Truck & Tractor Equipment Co. Ltd.	Toronto
Truscon Steel Co. of Canada Limited	Walkerville
Union Equipment Canada Ltd.	Toronto
Waterous Limited	Brantford
Whitfield Engineering Ltd.	Toronto





EXHIBIT "G"

FREIGHT EXPENDITURES PAID TO RAILWAYS FOR TRANSPORTATION OF MATERIALS AND EQUIPMENT IN 1937 DUE TO HIGHWAY CONSTRUCTION IN ONTARIO.

	<u>Exhibit</u>	<u>Amount</u>
Contractors (74)	Exhibit "B"	\$ 514,043.00
Stone and Gravel	Exhibit "C"	1,094,400.00
Cement	Exhibit "D"	629,758.00
Asphalt	Exhibit "E"	190,768.00
Equipment	Exhibit "F"	<u>211,670.00</u>
TOTAL		<u><u>\$2,640,639.00</u></u>

To the above total, a substantial amount could be added to cover Freight paid by the Ontario Highways Department and Municipalities all over Ontario, on many other items not included above, yet used in Highway Construction, such as Drain Tile, Culvert Pipe, Sewer Pipe, Guard Rail posts, Fencing, Calcium Chloride, Salt, Sand and Reinforcing Steel, etc.

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EXHIBIT "H"

Record of Tourists entering Canada in 1937.

Automobiles entering Canada	4,511,840
Automobiles entering Ontario	2,948,932
Percent of total entering Ontario	65%
Automobiles entering Ontario at Fort Erie and Niagara Falls	1,572,846
	53%
Automobiles entering Ontario at Windsor and Walkerville	1,029,929
	35%
Expenditures by Tourists in Canada	\$295,000,000.00
Expenditures by United States Tourists in Canada	\$280,000,000.00
Expenditures by United States Tourists entering Ontario by Automobile only	\$117,000,000.00
Favourable balance accruing to Canada on Tourist Trade	\$172,000,000.00

-- Dominion Bureau of Statistics --  
Report on Canada's Tourist  
Trade in 1937.











